
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
MODELING TASK FORCE

July 25, 2007

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE MODELING TASK FORCE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Modeling Task Force held its meeting at SCAG's Main Office in Los Angeles.

Members Present:

Anup Kulkarni, OCTA
Tony Van Haagen, Caltrans-District 7
Kathy Hsiao, South Coast AQMD
Ed Humenik, Caltrans-District 7
Robert Farley, METRO
Chausie Chu, METRO

SCAG Staff Members Present:

Deng Bang Lee
Mike Ainsworth
Hsi-Hwa Hu
Guoxiong Huang
Kihong Kim
Julie Zhu
Teresa Wang
Sean Kuk
Jessica Meaney
Keith Killough
Huasha Liu

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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1.0 CALL TO ORDER AND INTRODUCTIONS

Chairman Mony Patel, LADOT, called the meeting to order at 9:45 AM.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

May 22, 2007 Meeting Minutes were unanimously approved.

4.0 INFORMATION ITEMS

4.1 Regional Highway Inventory

Steve Taylor, Carter & Burgess, will manage the highway inventory collection necessary for TransCAD and provide an accurate system model. He reported that the initial field mapping is in progress with approximately 17,000 miles within the overall scope of 18,000 miles completed. The task force was encouraged to offer recommendations that would improve the model. Other resources for data collection, such as video, are planned in the near future.

4.2 SAG Integrated Land use/Transportation Model Assessment

Chris Gray, Fehr & Peers, presented the task force with a final report regarding the development of an integrated land use/transportation model. Included in the presentation:

- Purpose to the study
- Evaluation process
- Evaluation of software
- Software Comparisons
- Implementation

SCAG is considering implementing an integrated land use/transportation model. After a review of various models, Caltrans concluded there are two models suitable for use by large MPOs in California: PECAS and Urban Sim.

PECAS looks at interchanges or stages between various geographic units or the flow of people and goods known as (transportation analysis zone) TAZs. This structure is ideally suited for freight modeling and activity based modeling. PECAS is also currently being used by other California jurisdictions. Unfortunately, PECAS is not as capable of looking at TOD projects, particularly

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at the very small level and is not as sensitive to planning or policy assumptions as at the regional level as other models. Vendor support may also be an issue.

Urban Sim. is an agent base system that tries to model the behavior of developers and households. Urban Sim. is developed and supported by a group at the University of Washington. One of the advantages to Urban Sim. is that the forecasts are generally determined outside of the model. Theoretically, this model is a little more compatible with how MPOs typically do their population forecast. It is reported to have better vendor support and easy to modify. Urban Sim. is not as compatible as PECAS with activity base models and does not include an explicit freight component, does not perform well with regard to small level projects, and is not used by other California jurisdictions.

No recommendation on either model at this time. It should be noted that both models are data intensive and require large amounts of data, a considerable amount of staff and consultant support, calibration and model development that will likely take up to five years or more, and dedicated staff, outside consultants or both to maintain and use.

The focus of the implementation plan is the model vision. Part of this approach would include and interim model that is refined in phases with increasing complexity. Subsequently, the scope of work for the RFP is in development.

4.3 RTP Growth Scenario Development & Model Analysis

Glen Bolen, FCA discussed steps taken to revise the scenario modeling process in the RTP. Ideally, scenario testing helps to determine the effective elements and what might be carried forward or fashioned into a hybrid or preferred stage of the RTP modeling. Next steps include identifying the policies and incorporating changes into the models.

Richard Kuzmyak, reported on the travel impact of 4Ds land use scenarios. The 4Ds land uses are 1) density, 2) diversity, 3) design, and 4) regional accessibility. Travel impacts or benefits from 4Ds include lower auto ownership rate and shorter travel distance (VMT). Mr. Kuzmyak presented methodology, assumptions, and test results.

5.0 OPEN DISCUSSION AND OTHER BUSINESS

None.

6.0 FUTURE AGENDA ITEMS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
MODELING TASK FORCE
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7.0 ADJOURNMENT

There being no further business, the meeting adjourned. The next meeting is scheduled for September 26, 2007 at SCAG offices in downtown Los Angeles.